

PRICE ONE CENT

5 O'CLOCK EXTRA

THE OCEAN GREYHOUNDS

ALL FOUR IN EXCEPTIONAL TRIM FOR
TO DAVIS GRADE

Their Captains Express Unconcern, But Evidently Feel Deeply Over the Time Possibilities of the Trip—A Winner Difficult to Pick, from the Appearances of the Things at the Start.

The four great transatlantic racers were in their stalls, so to speak, this morning neatly groomed and only waiting for the time when they should be let go to show what speed was in the thews of brass and iron.

The four are thoroughbreds, and it is impossible to foretell which may win. The captains of the respective crafts were interviewed this morning by an Evening News

The City of New York is a racer's build.

long, narrow and her lines very sloping. She looks as if she would cleave the water like an arrow. Looking at her from the front one feels that she is a narrow-chested thing, but that her lungs are all right. In fact, except for the slender build of the best and the pronounced weakness of the

about her, the vaunted Inman liner is no such a thing of beauty. A railing along her side gives her too much the appearance of the cheap barges which drift down the bay like floating tenement-houses.

When THE EVENING WORLD man boarded the Umbria its stout sides were glistening in

"Well, captain, what time do you expect to get out of your boat on this trip?" asked the reporter, cheerily.

The Umbria's best time is six days, four hours and twelve minutes.

"We shan't do much unless the boats get close together. Our fan is not in very good condition. It is a bit eaten. It is ten inches shorter than the Etruria's fan."

The Umbria has a passenger list of two hundred, a very light list, hardly taking more than a quarter of her capacity.

Compagnie Generale Transatlantique this morning looked as trim and sleek as a mare who had just been rubbed down and thoroughly polished off. Her wood-work and

Capt. Frangeur was in his stateroom in a delightful racing rig. It consisted of a sort of home-made suit of pajamas, being a flannel shirt and breeches.

The courteous captain excused himself for this somewhat negligé style of dress and when asked if the boat would be put on her mettle and whether he would drive his spurs into the flanks of his Gallic courser on the way over, he deprecated such an unseemly thing as racing.

The reporter recalled the breathless way in which La Bourgoigne had chased her rival across, and concluded that the "defense defamer," which blocks off the smoker on the

The best time the *Bourgogne* has made is seven days ten hours, but she will probably make a gallant effort to lower this record on her coming trip to Havre, notwithstanding the weather.

Capt. Watkins, of the City of New York, was not on board when the reporter visited the boat. First Officer Barff received THE EVENING WORLD man with much courtesy. The boat is quite on a level with La Bour-

"We do not expect anything extraordinary on this trip," said the officer. "A boat usually makes her best record after six or seven months' service. The engines are all right, but we do not know how they may work on the way over."

The Hoboken Ferry, has something of the look of the Umbria—a strong boat, without any frills or nonsense, but meant for business. She has a reputation, too, as a marine highflyer, and the race between the four will be of great interest.

At 2 o'clock the graceful *La Bourgogne* got out into the stream and pointed her slender nose towards Havre.

The long, slender City of New York, with her three black smokestacks pouring out voluminous clouds, pulled out at 8 and

Then the cream-colored stacks of the Ems, across the way, belched forth eagerly, and the start of the big ocean race was complete.

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Still Without a Mayor.

"I am tired waiting for an acting Mayor to turn

A Gambling House Raided.

The three men were discharged by Justice Patterson, in the Jefferson Market Police Court today, and Walker was held in \$500 bail.